

OTTAWA VALLEY LAND ROVERS

FEBRUARY 2003

WWW.OVLR.ORG

VOLUME XX, NUMBER II



Join our fearless leader in Moab for the G4 tryouts.



Looking for every advantage he can get, Kevin gets the G4 emblem permanently tattooed on his cheek.



PO BOX 36055, 1318 WELLINGTON STREET,
OTTAWA, ONTARIO, CANADA K1Y 4V3

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVL offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family sum-mer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay CD\$35 per year, Americans and others pay US\$30 per year. Membership is valid for one year.

OVL R EXECUTIVE AND GENERAL HANGERS-ON

President:

Kevin Willey
Kevin.Willey@ccra-adrc.gc.ca

Secretary-Treasurer:

David Meadows
david.meadows@sympatico.ca and
Bruce Ricker
joeey@igs.net

Events Coordinator:

Kevin Newell
kevin.newell@city.ottawa.on.ca

Off-road Coordinator:

Terry King
tking@sympatico.ca

Past-president and Archivist:

Andrew Finlayson
dcaf@magma.ca

Auditor

Christian Szpilfogel
christian@szpilfogel.com

OVL R Marshall:

Murray Jackson
mjackson@igs.net

Returning Officer:

Your Name Here

Exec. Member-at-Large:

Robin Craig
therobincraig@hotmail.com

Mechandising Coordinators:

Christine Rose
tcrose@sympatico.ca
Andrew Finlayson
dcaf@magma.ca

Webmaster:

Dixon Kenner
dkenner@fourfold.org

OVL R NEWSLETTER:

Newsletter Content Editors:

Shannon Lee Mannion
ottawavalleylandrovers@sympatico.ca
Alastair Sinclair
alastair_sinclair@hotmail.com

Newsletter Production Editor:

Keith Tanner
keith@miata.net

Production Help

Rob Ferguson
rktks@magma.ca

OVL R NEWSLETTER

ISSN 1203-8237

is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles may be submitted to the Editor, Shannon Lee Mannion (ottawavalleylandrovers@sympatico.ca) or via post to the club address. Photographs should be sent directly to S.L. Mannion, 2-41 Florence St., Ottawa, ON Canada K2P 0W6. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names maybe withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R, or its sponsors or advertisers. Where specific data regarding operation, safety, repairs, or legislation are concerned you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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RADIO FREQUENCIES

VHF 146.520
CB channel 1
FRS channel 1 sub 5
SW 14.160 MHz
OVL R/Land Rover HAM:
14.160Mhz @ 01:00GMT Tuesdays

ONLINE

<http://www.ovlr.org>
Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: http://www.fourfold.org/LR_FAQ

SUBMISSIONS DEADLINE

The 15th of the month for inclusion in next month's issue.

ADVERTISING INFORMATION

\$35 CDN for 1/4 page ad,
must run for minimum of 3 months.

BENEATH THE BONNET



This could be your Rover. At least, if you lived near Shannon and she stalked you. See page 9.

OVLR 2003 CALENDAR OF EVENTS	3
TAKIN' CARE OF BUSINESS	4
MINUTES OF THE ANNUAL GENERAL MEETING	4
LADIES AND GENTLEMEN, YOUR CLUB OFFICERS FOR 2003!	5
STOP THE PRESSES!	6
FOMoCo WANTS YOUR PEARLY WORDS	6
CLASSIFIEDS	6
I.6 MILLION!	6
GENERAL GOINGS-ON	9
NOT AT THE AGM, BUT AMUSING NONETHELESS.	9
BRITISH CAR DAYS ACROSS THE BRIDGE: 2003	10
ON THE ROADS OUT EAST	11
A MINIVAN? THAT WAS THE OLD ME.	11
HOW ALASTAIR ALMOST DIDN'T GROW UP TO TELL THIS TALE	12
TALL TALES AND QUESTIONABLE ANTICS	13
MR. WILLEY GOES TO VEGAS	14
SING A STIRLING SONG	16
A LITTLE ROMANCE	16

HEY MAN, WHAT'S GOING ON?

OVLR 2003 CALENDAR OF EVENTS

February/March 2003

The quiet of sleepy Rovers...

April 2003

Maple Syrup Rally. Early April, depending on weather.
Shawville, Que.

May 2003

Spring Tune-Up. Mid-May, Ottawa, Ont.
Oxford Mills, May 25. Oxford Mills, Ont.

June 2003

Byward Market Auto Classic, June 1. Ottawa, Ont.
The 20th Birthday Party, June 20-22. Silver Lake, Ont.

Note: Socials are held at the Prescott Hotel on Preston St. in Ottawa the third Monday of every month at 7:00 p.m.

July 2003

The Evolution of Wheels, July 6. Sci & Tech Museum,
Ottawa, Ont.

August 2003

Perth Fair Truck Show, August 31. Perth, Ont.

September 2003

Frame Oiler, sometime cold. Ottawa, Ont.

December 2003

OVLR Christmas Party.

January 2004

Annual General Meeting. The coldest night of the year,
Ottawa.

TAKIN' CARE OF BUSINESS

MINUTES OF THE ANNUAL GENERAL MEETING

submitted by Terry King

Held at the Royal Canadian Legion Kanata - 14 January 2003, 7:30 PM

1. Kevin Willey, OVL R President, opened the meeting with words of welcome to the 21 members and observers present.

2. Minutes of the 2002 Annual General Meeting were distributed for review. Kevin W. moved that the members accept the previous minutes. A question from the floor from Dave Meadows as to whether the OVL R bylaws had been reviewed and revised for filing with Industry Canada. As this had not yet been done, Dave changed the motion to have this done and approve the minutes. Seconded by Robin Craig.

CARRIED REPORTS

3. President Kevin W. thanked Dave Meadows for his work last year and noted that OVL R is now a member of Northern Lights, an umbrella organization that includes many offroading groups. This allows OVL R to take advantage of the good liability insurance that Northern Lights has. OVL R membership makes up about 1/3 of the Northern Lights membership. Kevin noted that the Birthday Party was a good one, and that he felt there was a general need to get more people actively involved in organization of the event.

4. Events Co-ordinator Christine Rose provided a summary of the OVL R activities in 2002. The Spring Tuneup, though not heavily attended, which was held at the Land Rover dealership, provided access to the shop, some instruction by the dealership staff, and access to the off-road track.

The Birthday Party will be held this year on the same dates as last year. Despite some mixups at last year's BP, it was successful overall. Tim Horton's catering the Sunday breakfast was good and it allowed the auction to start on schedule. That also amounted to savings of \$750.00 in costs. The BP had \$5000 in expenses and \$5500 in income, and the auction is a moneymaker.

The Fall Oiler went well, on a cold and rainy day in November.

There were some concerns about the Christmas Party food (maybe too much salt ?) Christine thanked Murray Jackson and Dixon Kenner for the crossword puzzle and the feelie meelie.

The Maple Syrup run in the spring was a great time.

5. Off-Road Co-ordinator Kevin Newell reported that there was a club or inter-club off-road event every weekend or every other weekend. There weren't many failures or vehicle damage so that was a success. The inter-club runs with Eastern Ontario Trail Blazers (and Ottawa Valley Offroaders) were on interesting trails suitable for stock vehicles. Kevin singled out the Carp Ridge trail as a mixture of rock, mud and water, which was challenging but also passable with a stock Chevy S10 (with help). There were three or four runs to Larose and the Marlborough Forest cleanup. There is a government study underway now to review the usage of Larose Forest. It could end up in changes to the accessibility to the forest for offroaders. The offroading season ended with a scouting mission to the Silver Lake area in October to set up a two hour run for next summer's Birthday Party.

6. Executive Member at Large. No report.

7. Newsletter Editor Shannon Lee Mannion noted that Alastair Sinclair and herself were sharing the newsletter duties at this time and that it was a good working arrangement. She noted that contributions are usually late and it would help production deadlines if they were on time. The January newsletter which was expected to be ready for the AGM, but was delayed due to a problem at the normally reliable printer. Shannon noted that the majority of the club funds goes into the production and delivery of the newsletter. This sparked a lengthy discussion regarding electronic format (PDF) versus print to reduce costs. One member noted that the club dues were originally intended to cover the cost of the newsletter and insurance, and that perhaps a review of the club membership fees was in order to see if that was not the case. Another noted that additional advertising revenue could defer some of the production costs. Alastair S. offered to seek more advertisers. Dave Meadows entered a motion to increase the cost of the membership fees (US and CDN) by \$5 effective Feb. 1 2003 to cover the current costs of producing the newsletter. Kevin Newell seconded the motion, but after further discussion on insurance for affiliate members Dave M. amended his motion to increase the cost \$5 for all members wanting a printed copy of the newsletter. CARRIED

8. Treasurer Kevin Willey presented the financial statement citing that Dave had to retire from the position. There was a question about the status of the Association of North American Rover Clubs. The answer is here is no more money for ANARC and the account is closed. There was some discussion on several entries.

9. Auditor Bruce Ricker reported he has reviewed the books from Dave M. and found the 2002 accounts all in order, with only pennies in differences.

10. Returning Officer Robin Craig reported that while there was little interest in the AGM from the membership in the election he had four accepted nominees for the upcoming year. He thanked the outgoing executive for an outstanding job last year. He also stated that there is a small core of people at the heart of OVLV and that his is a continuing problem. Kevin Willey accepted the nomination for President, Kevin Newell for Events Co-ordinator, Terry King for Off-Road Co-ordinator, and Robin Craig for Exec-Member at Large. Christian S. moved that the nominations be accepted by acclamation, seconded by Kevin N. CARRIED

Break

11. New Business

- a.) Christine Rose opened after the break by stating that in the next four weeks the executive would have to tackle the Birthday Party and Spring Tune-up events. The Maple Syrup date is subject to when the sap is running. The Birthday Party will need six key people plus the executive to run smoothly. Major points to cover are : T-shirts, merchandise, registration, offroad events, cooking, and Tim Horton's catering.
- b.) Christine called on Terry King for his views on the upcoming year. He would like to see the traditional events continue with perhaps the addition of a Fall Colours Run (before hunting season).
- c.) General consent on the Frame Oiler was that it should be held a bit earlier.
- d.) After a discussion on the Christmas Party venue it was decided to continue on at the Hungarian Club next year.
- e.) For the weekend runs people liked an email reminder over and above the newsletter.
- f.) Kevin Newell will send update on events like those at Smuggler's Notch.
- g.) There was a discussion on the events for the Birthday Party, including the RTV, a "gymkhana", map-reading, GPS and non-GPS skills.
- h.) Finally, it was noted that it is almost time to book your campsites for the Birthday Party this year.
- i.) A suggestion was made to post the dates of all of the events on the main page of the website. Robin C. will pass this on to Dixon K.
- j.) Christine will continue with merchandising with Andrew.

Appointments

- 12. Returning Officer Robin Craig appointed
- 13. Auditor Christian Szpilfogel accepted
- 14. Secretary - Treasurer Kevin Willey accepted
- 15. Newsletter Editor Shannon Lee Mannion/Alastair Sinclair appointed
- 16. Motion to adjourn Kevin N, seconded Kevin W.

CARRIED



LADIES AND GENTLEMEN, YOUR CLUB OFFICERS FOR 2003!

President: Kevin Willey

Past-President: Andrew Finlayson

Secretary-Treasurer: David Meadows & Bruce Ricker

Events Co-ordinator: Kevin Newell

Off-road Co-ordinator: Terry King

Executive member at large: Robin Craig

Merchandising Managers: Andrew Finlayson/Christian Rose

Auditor: Christian Szpilfogel

Returning Officer: vacant

Newsletter Editors: Shannon Lee Mannion, Alastair Sinclair

Marshal: Murray Jackson

STOP THE PRESSES!

OR MORE PRECISELY, DON'T.

Those who read the minutes minutely already know this. OVLRL membership fees are going up \$5.00 as of your next renewal. You can get a \$5.00 discount if you get the newsletter delivered electronically, though. The new prices are effective 1 Feb 03 and are:

Canadian postal address \$35.00 Cdn
\$5.00 C discount for electronic delivery of NL

Canadian Affiliate \$5.00 Cdn

US postal address \$30.00 US
\$5.00 US discount for electronic delivery of NL

US affiliate \$5.00 US

CLASSIFIEDS

LOST:

Classified ad.

We had one from Simon Harris about his 88" but the photos vanished as did his address. Simon, sorry for this and if you're out there, please send info. again. Thanks.

1.6 MILLION!

And in the Web news, Dixon reports:

Page hits are up from the roughly million last year to 1.6 million hits on the various Fourfold Land Rover pages.

FoMoCo WANTS YOUR PEARLY WORDS

from a press release received over the Net

Greetings! My name is Dave Darovitz and I work on behalf of Ford Motor Company. As you may know, Ford is celebrating its 100th anniversary in 2003. As part of the celebration, the company is hosting a global event called THE ROAD IS OURS 100th anniversary celebration in Dearborn, Mich. June 12-16. The company's anniversary event is an opportunity for all brands under the Ford umbrella (Ford, Lincoln, Mercury, Mazda, Aston Martin, Jaguar, Volvo, Land Rover) to unite in celebration of this historic milestone. Specifically, the five-day anniversary event in June promises to be one of the most memorable and entertaining ever held. Thousands of people from all over the world including company employees, retirees, enthusiast autoclubs, car buffs, media and others are expected to travel to, and participate in, this family event 100 years in the making. Ford would like to invite your club members to be a part of history and participate in the anniversary. We are reaching out to enthusiast clubs in an effort to generate awareness of the anniversary event and gain participation and representation of Ford lovers everywhere. There are a number of activities and events during the five-day celebration that would be of interest to your club members. As part of the anniversary celebration, Ford enthusiasts have the opportunity to be a part of one of the world's largest, if not the largest, classic and current automotive vehicle displays ever assembled in one location. Owners of Ford classic cars and trucks can participate by filling out a Vehicle Request Application, which is available on the anniversary site (found at ford.com) at the time of registration. An independent panel of auto experts will select vehicles for display at the anniversary celebration. Vehicles selected for display purposes will be of historical significance and/or reflect iconic or classic themes representative of Ford Motor Company's product lines (Ford, Lincoln, Mercury, Mazda, Aston Martin, Jaguar, Volvo, Land Rover). Also, as part of the 100th anniversary, Ford is creating a living history not found in traditional historical material. The company is collecting and publishing personal stories from people who have been touched by the company in one way or another. Your readers are invited to submit stories on how the company and/or its products have impacted their lives. Examples may include a memorable experience with a product or person, first day working at the company or first product purchased. The stories will be published on Ford's 100th anniversary website in a special section called "Your Stories." The website can be accessed through www.ford.com and there's no limit on the length and number of stories one can submit. The website is updated frequently and new stories are added regularly. Please contact me with any questions. If you publish a story, can you send me a copy at the address below? Ford will collect and archive all stories published on this historic event.

Thanks in advance for your story consideration!

Dave

David Darovitz, APR Burson-Marsteller
550 Town Center Drive, Suite 300
Dearborn, MI 48126-2716
(313) 583-8130
FAX: (313) 583-8009

PS: The OVLRL newsletter also needs articles! Fords need not be involved.

OTTAWA VALLEY LAND ROVERS INCORPORATED - FINANCIAL STATEMENT - FINAL

Description			Closing Bank Balance
	INCOME	EXPENSE	
Member Fees	6997.59		3540.79
Investment Income	94.97		Closing Inv. Acct. Bal.
Miscellaneous	210.00	921.94	2207.23
Postal Charges		77.04	Total Ending Funds
Insurance		972.00	5748.02
Stationery & Supplies		1001.12	
Bank Service Charges		68.00	
Funds Advance		1000.00	
Newsletter Printing		3748.65	
Newsletter Postage		3310.42	
Internet		370.04	
Maple Syrup Rally	227.00	301.24	
Spring Tune-up			
Birthday Party	5528.25	4986.10	
Frame Oiler	257.50	148.42	
Christmas Party	849.00	981.60	
		200.00	
Merchandise	861.15	1165.95	
Assn. N. A. Rover Clubs	796.68		
Total	15822.14	19252.52	



Welcome New Members

Don Flye Petersham, MA. 64 SIIA 88, 57 S1 86
 Stephen Thompson Ottawa ON. 2002 Freelanders HSE

GENERAL GOINGS-ON



Alastair holds court.



The walls have ears. Terry King records innocuous chatter for his own nefarious uses - song lyrics for Britney Spears.



Roy Parsons, Peter McGough and Peter Gaby discuss just how much Grey Poupon is too much.



Alastair, center of attention again. Bruce Ricker asks Christian Szpilfogel why.



*You like me! You really, really like me!
Robin Craig, Terry King, Kevin Willey and Kevin Newell.*



*Kevin Newell quizzes Peter Gaby about Land Cruisers.
Murray Jackson doesn't want to know.*



"Oh no, I can simply peel the beard off. Watch!"

NOT AT THE AGM, BUT AMUSING NONETHELESS.



Here are two pictures of hat poor LR, the one I thought was abandoned a block from where I live. It turns out that I've been "stalking" a club member, Adrien Beaudin! The truck is for sale, but he wants more than a 64 Ford and a 74 Benz- Shannon Lee Mannion

BRITISH CAR DAYS ACROSS THE BRIDGE: 2003

by Bob Bentley

One of the most exciting aspects of being the owner of a classic British car is traveling to new places driving that classic car, meeting with other car enthusiasts who share your love of British cars, and the opportunity to show off your pride and joy. British Car Days Across the Bridge: 2003 in South Rustico, Prince Edward Island (PEI), Canada is an event that allows you to do all those things. In addition, PEI is one of the most popular vacation destinations on the east coast so you can have a great vacation as well.

In 2002 we saw 158 entrants coming from seven Canadian provinces and four US states. In addition there were in the order of 1000 paid spectators who came to view the show. The British Motoring Association of Prince Edward Island (BMAPEI), invite any and all members of your Club to attend our event this summer. Your weekend will start on Friday July 11 at 11:00 AM and stretch through to Sunday July 13 at 3:00 PM. The actual show will be held on Saturday, July 12th on the grounds of the Cymbria Lions Center, South Rustico, PEI. This year we celebrate the 5th anniversary of the show; each year getting bigger and better. A more detailed brochure and registration form will be mailed to you later in March. Starting in February we will keep our web site updated on "Show" information so if at any time you want to know anything current about the show and related events, just join us at www.bmapei.com.

Here is a snapshot of some of the highlights for our 5th anniversary;

- The featured marque this year will be the fabulous Austin Healey cars which celebrated the 50th anniversary of their introduction; the featured Club will be our friends the British Automobile Touring Association of Nova Scotia, our staunch supporters during our 5 years of British car days
- On Friday, "The Prince of Darkness" Golf Tournament will be held at Rustico Resort and Golf Club
- On Friday evening, a welcome reception for pre-registered entrants at the home of "Show Chief" Bob Bentley in New Glasgow
- On Saturday, "The Show"
- On Saturday evening, the Awards Banquet at beautiful Glasgow Hills Resort and Golf Club
- On Sunday morning, the annual British Breakfast at the Cymbria Lions Center
- On Sunday afternoon, following a truly impressive motorcade of British automobiles, the closing ceremonies at Orwell Corner Historic Village

In closing, it our hope at BMAPEI that you will make your members aware of our event. Needless to say, **EVERYONE IS WELCOME!** Anyone that has any interest at this stage can check our website as indicated above or contact:

Bob Bentley (BMAPEI President)
Hunter River RR#3, PEI
Canada
COA 1N0
e-mail: rtbentle@isn.net
phone 902-964-3294



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ON THE ROADS OUT EAST


by Keith Tanner

Want to see what your Rover can really do? A great way to expand your limits is to take some training so you can find your limits easily and safely - and have some fun along the way.

Bill Burke, of 4-Wheeling America, will be running one of his "On The Road" events in western New York this summer. I've attended several of Bill's events in Moab and it's amazing how much you'll learn. You can read about my first experience in the Feb. 2002 OVLN newsletter for those that can find it.

What will it be like?
"Learning format will be in the field, with hands-on demonstrations and opportunities taking place on the trails. Tips and tricks for negotiating the terrain will be blended with a wide range of valuable seminars designed by Bill Burke to teach vehicle owners about their vehicle's capabilities including how to be more prepared, how to do a quick field fix when something on your truck breaks, how to get there and back, basic and advanced recovery techniques, suggestions for modifying your truck, and much more."

The school will be held near Letchworth State Park in NY on June 8 and 9. The cost is \$325 per vehicle (max two people) and the group is limited to nine trucks. It's probably the best investment you can make to increase the capability of your truck! On top of that, it's simply a lot of fun.

Full details are at
<http://www.bb4wa.com/training/group.htm> 



Sure, you can get yourself into this situation - but can you get out? (Keith Tanner)


TO LAND ROVER OR NOT TO LAND ROVER, THAT IS THE MINIVAN QUESTION

David Wallis writes about relationships in an article seen on the Net entitled,

A MINIVAN? THAT WAS THE OLD ME.

David appears to make a correlation between the kind of vehicle one drives and the sort of mate/partner, in this case girlfriend, that might be prevailed upon to cast her eye in the "right" direction, depending, of course, upon the correctness, if you will, of your vehicle. I can attest to this having fallen in love with many Volkswagen Beetle drivers. I have since shifted my allegiances to, need I say, big, strong men driving, uh, trucks. (your kiss 'n tell ed.)

Dave shares with us the saga of Evan Elkin, 41, the clinical director of a treatment program in Manhattan for juvenile offenders [who] described his personal history of buying cars during each phase of a relationship. He writes, The odyssey began in 1991.

"After a breakup in California," he said, "I had this feeling that I needed a car in order to get a new relationship." That car turned out to be a white 1965 Rambler. And within a month he had met a new love. But once mated again, he required wheels less redolent of the chase - or so his new girlfriend thought. "She made me get rid of the Rambler because it was not a relationship car," Mr. Elkin continued. "So we bought a Volvo, the quintessential sensible car." "I resented that decision because I felt cool in the Rambler," he said. "It provided added confidence, not to mention that the front seat of the Rambler folded down into a bed." Was the clash over the car symbolic? Perhaps so. His next purchase reflected "a desire for freedom," he said. It was a 1964 Chevrolet pickup truck. "She wouldn't get in it. It was loud and rusty, but it gave me a refuge." After six years, the relationship ended. Mr. Elkin eventually sold the pickup. He is currently in the market for a new girlfriend - and a used Land Rover. 

TALL TALES AND QUESTIONABLE ANTICS

How ALASTAIR ALMOST DIDN'T GROW UP TO TELL THIS TALE OR, IN HIS OWN WORDS, "GOING ALONE AND HOW I LEARNED TO BUFFER MY OWN STUPIDITY."

When I travel into the bush, it is often alone. I'm the last person to argue that it isn't fun having a good group of friends or a good buddy along for the ride, and a second vehicle certainly adds to the probability that you won't be forced into a long walk out (unless it's a Jeep), but sometimes it is nice to go alone, other times necessary for one's sanity, and sometimes you will, in your travels, stumble upon something that you simply cannot miss exploring. This seems to happen to me a lot, and on a number of occasions this has meant going unprepared into situations that have caught me out simply because I didn't plan ahead.



Travelling alone means total reliance on your ability for self-recovery. When I travel into the bush alone I make sure that I have a good spare, a high-lift jack, a shovel, extra fuel, engine oil, gear oil, and a decent tool kit. I personally feel a lot more comfortable having a winch and luckily there is a venerable old Warn bolted to the front bumper, so I also carry the assortment of straps, gloves and shackles necessary for safe winch operation. It has more than earned its worth on multiple occasions. I also try to keep a spare set of points and some WD-40 if I'm going to be travelling through a lot of water.

It is also important to keep enough fuel (victuals) for yourself, and it's easy to overlook. Fortunately for me, whenever I head into the bush I take my dog along with me. She needs food and water, and getting her kit together serves as a reminder to bring enough to keep me going if I need to huff it out. In five minutes you can cobble together enough snacks and water bottles, toss them in a bag and know you will be able to keep yourself energized if you need to be out longer than you expected.

In Canada, the seasons play an important role in determining what gear you will bring. Proper layers of clothing for weather changes will save your life. On longer trips I inevitably bring my camp stove, tent, sleeping pad, sleeping bag and a couple of meals, along with a candle lantern and a good book. You lose 90% of your body heat through your head and if, like me, your hair is falling off the top of your head, then I imagine it's a little more. Toques (rhymes with roots), much like a Land Rover, are an essential bit of kit, born of the functional requirements they need to meet. Series owners tend to wear toques indoors, and this can be a good way to find on another if you ever get trapped in a city.

All of this is just common sense, but I am young and foolish enough to have had to figure it out step by step.

Not so long ago my father was spending Easter alone, my mother and brother both being out of the country. Not a problem, I decided. I would have a nice drive to Ottawa and I could do a little exploring in Marlborough Forest along the way. I know the forest well, which trails are OK in the spring, which ones aren't, and I know which trails my vehicle can handle and which ones I'd rather avoid. In an attempt to show up, for once, looking reasonably presentable (i.e. hands not covered in gear oil, knees of pants not soiled from kneeling on the ground trying to locate the "new sound") I put on my best golf shirt without any beer logos, a nearly clean pair of pants and a recently washed windbreaker, along with shoes, which, while falling somewhere between the boot and the sandal, seem to me to be nearly useless when you need boots and equally unnecessary if you could be wearing sandals.

I took one of my favourite trails that heads east of Roger Stevens Drive and is essentially a well worn fire road. Other than a couple of muddy areas and a few water crossings it's a nice gentle cruise through swamps and forests and a good place for the dog to run around without being too hard to spot from the truck. I figured I could take a leisurely cruise that would keep me in the truck. That year, the snow and ice were in the process of melting very quickly due to a real warm snap. I was crossing a creek that I had driven over just three days before. I had, at that point, stopped and checked the ice with a shovel. It was nearly a foot thick, so when I came to the crossing I geared down and crept across as before until, as I reached the opposite bank, a loud crunch, followed by a listing towards the passenger side and some steam and an engine that wouldn't run.


The dog thought it was great fun, but the cab filling up with what looked like cold coffee really didn't do much for me. I crawled my way out my door and had a look. The passenger side of the truck was up to the wing tops and I couldn't see the seam between the hard top and the galvanizing at the back. On the driver's side, the front tire was up in the air and the rear was touching the ice only on its inner edge. I was getting cold, and so much for clean pants. I had a quick look at my watch and noticed that I had a good hour and a half of daylight.

I put the hood up and it was clear that I needed to get the distributor cap above water. I went around back and pulled out the high lift jack. There was only one thing to do and so my sharp shoes and I hopped into the water and wedged the jack under the front bumper. Eventually I had enough wood crammed under the front tire that the nose was level and I could pop the distributor cap off, get out the points, blow on it, towel it, juice it with the WD-40 and after a while the old girl was sputtering again.

My first attempt in 1st low resulted in some beautiful spray but not a whole lot of momentum. Out came the winch cable. I was concerned that the ice on the driver's side would break, but fortunately it held, and after a lot of scrabbling for traction and some scary tension on the winch cable, I was up on solid ground. Luckily the trail comes out to a gravel road and I didn't need to head back the same way I'd come. Once I was up on the other bank I let the heater warm up the cab and I got out after a couple of minutes of warming up my hands and feet. It seems that the current, along with some warm sun, had allowed the ice on the opposite bank to thin very quickly. It had only taken me two and a half hours of swearing and fiddling to get the 88" back on solid ground. I was so cold that I couldn't control the shivering.

Luckily, I made it out, but I could very well have been stuck for the night and had to hike my way out without the proper equipment. Since then, I always keep a small duffel bag with my tool kit, blanket, and all the other supplies and I also toss some extra clothing into a backpack so I can change if I need to get wet.

I was only three hours late for Easter dinner, but ham never tasted so good.

There is only one other item you should always carry with you, and that's a camera, to take a picture so you won't have to explain it to your family, and to show to your Roving buddies so they remember why you have all those dents on your head, er, Land Rover. 

MR. WILLEY GOES TO VEGAS

words and pictures by John Hong



Kevin knows Land Rovers. You have to show them who's boss.

OVLRL President Kevin Willey was one of 23 Canadians invited to try out for the Land Rover G4 Challenge this past December in Las Vegas. It was great to see an active and well-known member of the Land Rover community make it to the G4. OVLRL members rest assured your President livened things up!

The contestants were put into small groups and Kevin's groupmates were Joe Hewitt, Diane Verhoven, Kitt Springer and Malaika Ulmi. They were all great people, lots of fun, intelligent and nicely competitive. No complaints from me that Diane and Malaika are also quite photogenic. And hey, Kitt would end up being one of the two Canadian Finalists. But wait, like a ginsu knife commercial, there is more. Kevin's wardrobe accessories ranged from nautical sneakers - right foot red and left foot green, holiday reindeer horns at the registration desk, a gungo G4 tattoo on the face that was part of the G4 contestant swag stash and a Viking horn bike helmet.

Kevin looked quite at home for the first vehicle event, the Time-Speed-Distance driving event through the dry dusty washes and desert trails with the Tom Collins. He was just as comfortable in the winching exercise run by Fred Monsees and Lee Magee, US Camel Trophy team mates for 1990. Paired with someone completely new to vehicle recovery, Kevin ably guided the process and turned in the best team winching performance I saw at the entire event. After a quick swim test, they did some kayak drills and then paddled around Lake Las Vegas. With a quick lunch break, it was on to the Mountain Bike race with a midpoint hill climb and cliff rappel. Then back to basecamp for a trio of driving events - a "don't hit the cones" course in a FreeLander, a traditional caned Trials course in a Discovery II and a freestyle desert drive in the newest Range Rover.

As the Sun set and the desert chill set in, the evening Orienteering event served as an appetite builder for dinner. Next came the simulated Television interview event but not before Kevin was one of a handful selected for an actual video interview for the Canadian news media. After a night driving event and a nap, Kevin's winching and engineering experience played a key role in the final event - all 23 working together to pull a pontoon floating in the lake to shore. Next, the Freelander had to be pulled off the pontoon, up the shore and onto a display mound. Only then would a can of fuel be poured in and the engine started - a reverse symbolism that concluded this stage of competition and heralding the next to be held in England at Eastnor Castle with all the national finalists.

The next day, the Yanks arrived and the cycle began anew. LRNA kept all the spectators on a tighter leash this time as we had seen the course of events and they didn't want us to tip off the competitors. I think they were concerned that I was passing information to Kevin during the Canadian trials, especially after he asked me to bring him some cigars after the competition began! Anyway, I didn't get to know my fellow Yanks as well as all the fun loving, friendly yet superbly competitive Canadians at the inaugural Land Rover G4 Challenge!



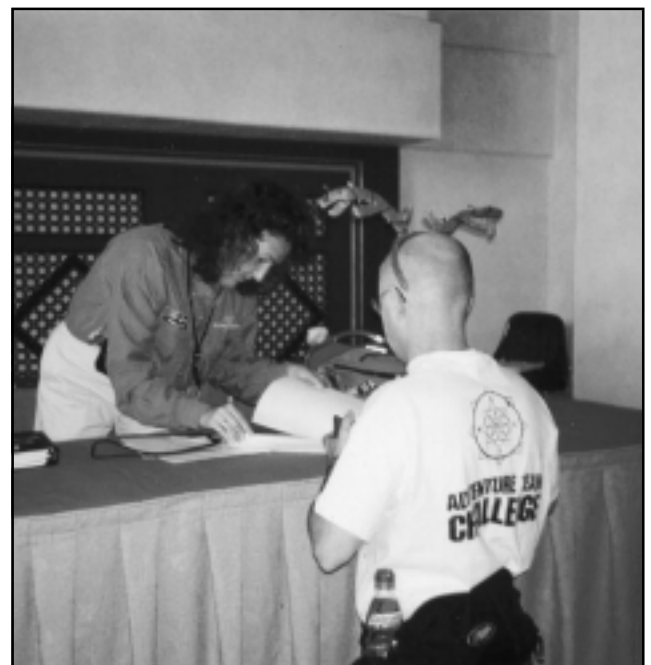
Welcome to Fred and Lee's pit of pain. This is the winning event site. The objective, before time runs out, recover the white D110 using the winch on the left orange G4 Rover and the other as an anchor point. Both G4 vehicles cannot be moved.

Sure, it looks easy from here...

Kevin and Kitt Springer, one of the Canada Finalists, get the post winning debrief from Fred Monsees and Lee Magee, Camel Trophy '90 Note Kevin's eclectic footwear.



Still horny, Kevin makes his way back down to his bike after completing the rappelling event



"I'm sorry sir, the Elks are meeting down the street..."

More photos on the next page!

SING A STIRLING SONG

Stirling Anderson wrote, with his tongue firmly in his cheek, I expect:

This is just something I had been thinking about lately... it's a song by Cake called "Rock and Roll lifestyle" I changed some of the words...

*Well, your tool collection looks shiny and costly,
how much did you pay for your bad Pertronix dizzy?
And how much did you spend on your Goretex camping jacket?
Is it you, or your parents, in this income tax bracket?
Now, gas to trails and drinking at clubs
sometimes for people that you haven't even heard of.
And how much did you pay for your British Leyland t-shirt
that proves you were there, that you heard of them first?
Now how do you afford your Land Rover lifestyle?
How do you afford your Land Rover lifestyle?
How do you afford your Land Rover lifestyle...
Ohhhh tell me..*

*How much did you pay for the chunk of half-shaft,
the one you ruthlessly smashed at the end of the climb?
And how much will you pay for a brand-new axle,
one which you'll ruthlessly smash at the end of another trail?
And how long will the workers keep building you new ones,
as long as their soda cans are red, white and blue ones?
And how long will the workers keep building you new ones,
as long as their soda cans are red, white and blue ones?
Aging Rhino leather and mechanic's bills..
And dent removal and dozens of thrills.
Your gearbox pays dearly now for youthful magic moments,
but rock on completely with some brand new components.
Now how do you afford your Land Rover lifestyle?
How do you afford your Land Rover lifestyle?
Excess ain't rebellion.
You're drinking what they're selling.
Your destruction doesn't hurt them,
your chaos won't covert them.
They're so happy to rebuild it.
You'll never really kill it.
Yeah,
Excess ain't rebellion.
You're drinkin' what they're selling.
Excess ain't rebellion ahhhh.
You're drinkin', you're drinkin' ahh yeah
you're drinkin' what they're selling..*



Kevin gets last minute details from Daphne Green (US Camel Trophy '95) and "Viper" before doing the trials course in a Disco.

A LITTLE ROMANCE

Two of the Canadian G4 participants, both in Kevin's group, got married in Las Vegas the day the G4 ended - no joke. I saw it with my own eyes and they make a lovely couple. Kitt Springer and Malaika Ulmi (below) are both from Victoria and they drove down together for the G4. I thought they showed a lot of chemistry from when I first met them at the welcome reception Well it turns out they made a bet that if either of them won the G4 they would get married in Vegas. And wouldn't you know, one of them did! Later that night, after a celebratory sushi dinner at the Hard Rock Hotel, the two were wed at the famous Little Church of the West.



Lee Magee and Fred Monsees, CT '90 hang out with Malaika Ulmi, Kevin and Kitt Springer before starting the winning event.